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PRELIMINARY REPORT

of the State Commission on Aircraft Accidents
Investigation

of [Click here to select the date of the resolution](#)
regarding **aviation accident**

2026-0073

OCCURRENCE NUMBER

R44 Raven II SP-SON helicopter

11 July 2026

This Preliminary Report was issued by the State Commission on Aircraft Accidents Investigation on the basis of information available on the date of its issue.

The Report presents solely the facts regarding the circumstances in which the aviation occurrence arose and developed, along with, where relevant, ad hoc safety recommendations.



State Commission on Aircraft Accidents Investigation
ul. Puławska 125, 02-707 Warsaw



Correspondence address:
ul. Chałubińskiego 4/6
00-928 Warsaw



kontakt@pkbwl.gov.pl



24-hour emergency phone: +48 500 233 233



1. Flight History

On 11 July 2026, the pilot planned a flight in R44 Raven II helicopter, registration mark SP–SON, on the following route: Smętowo Graniczne – Pobierowo – Mirosławice – Smętowo Graniczne.

The pilot looked at the weather conditions and checked if areas of the planned flight route were free from other traffic. The conditions allowed to conduct the flight.

At approximately 12:00 p.m. LMT, the pilot performed a preflight inspection of the helicopter and engine test, and then, at approximately 12:20 p.m. LMT, took off on the planned route. There was one passenger on board. The flight went according to plan; the operating parameters of the power unit were kept within the range recommended by the manufacturer. The pilot carried out radio communications with FIS Gdańsk.

After landing in Pobierowo, the passenger left the helicopter.

After a short break, another passenger arrived. The pilot took off for the city of Mirosławiec (Municipality of Trzebiatów) at approximately 01:45 p.m. LMT. After approximately 15 minutes, the pilot landed off-airfield with the consent of the land owner. There, the passenger left the helicopter.

At approximately 02:15 p.m. LMT, the pilot took off from Mirosławice for Smętowo Graniczne. Shortly after takeoff, while accelerating and climbing on a southerly course, the pilot was blinded by the sun, failed to notice and collided with a power line.

Fig. 2 shows the point of contact between the helicopter and the power line. As a result of the collision, one of the four high-voltage power lines was severed. In an attempt to avoid colliding with the three remaining lines, the pilot performed a manoeuvre similar to a hammerhead. However, another line was severed by one of the tail rotor blades, which, along with the angle gearbox, was separated from the tail boom (Figs. 3 and 4). As a result of the collision with the power line and the hard landing, the helicopter was seriously damaged.

The pilot exited the helicopter without suffering any bodily injuries.



Fig. 1. The helicopter involved in the occurrence [source: Eryk Strzała – photographer]

2. Injuries to Persons

Table 1. General summary of injuries

Injuries	Crew	Passengers	Total on board the aircraft	Others
Fatal	-	-	-	-
Serious	-	-	-	-
Minor	-	-	-	-
None	1	-	-	-
TOTAL	1	-	1	-

3. Damage to the Aircraft

The helicopter was severely damaged. All damage to the helicopter resulted from the collision with the high-voltage power lines and a hard landing. At the scene of the incident, it was determined that two of the four overhead high-voltage power lines had been severed.

Main damage to the helicopter includes:

- deformation of the main rotor mast cover across its entire surface;
- damage to push rods;
- deformation of the bottom part of the fuselage covering;
- damage to the skid landing gear;

- deformation of the tail boom;
- detachment of the tail rotor along with the tail gearbox;
- deformation of the vertical and horizontal stabilizers.



Fig. 2. The helicopter emergency landing near the city of Mirosławiec, emergency landing coordinates: 53°32'28" N, 20°48'08" E, damage to the mast marked in white circle
[source: State Fire Service of Poland]



Fig. 3. Visibly missing tail rotor and tail gearbox [source: PKBWL].

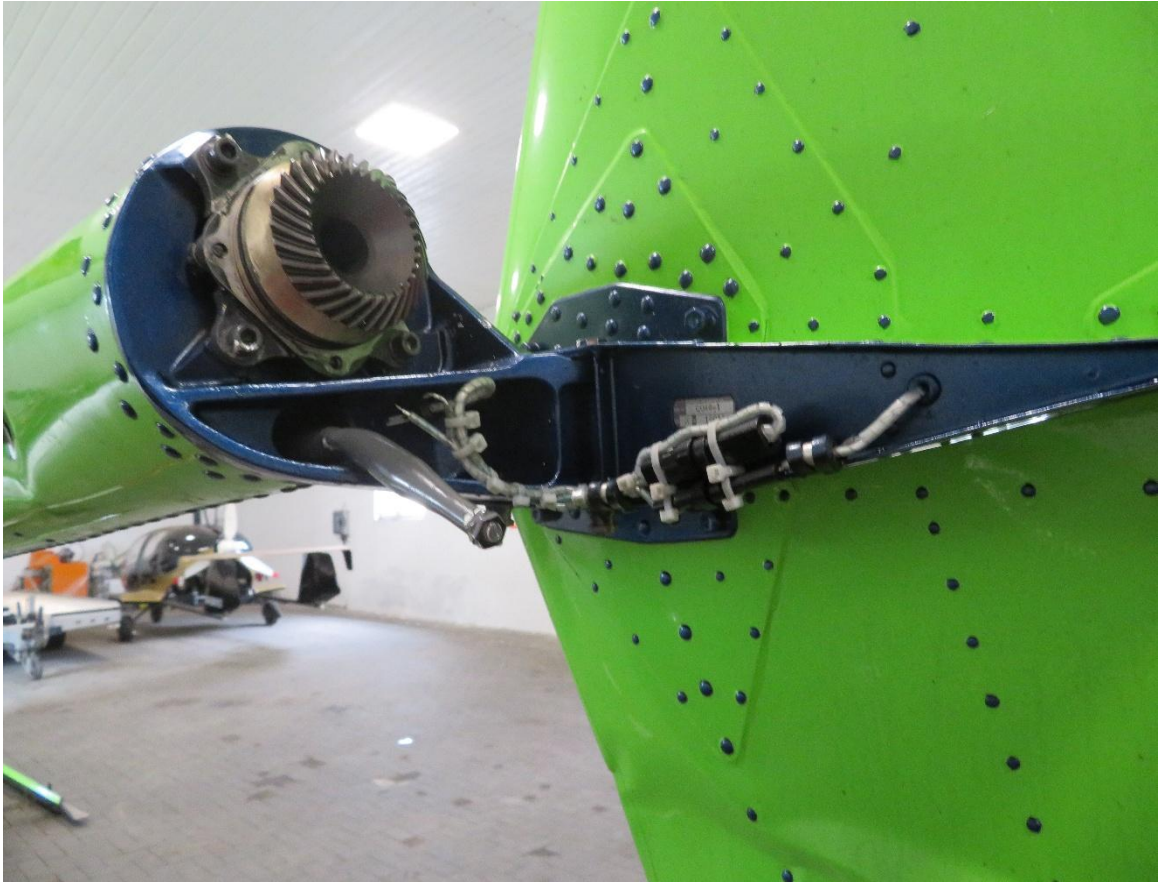


Fig. 4. Angle gearbox detached from tail boom [source: PKBWL].

4. Other material information

On 11 July 2026 in the afternoon, most of the territory of the Republic of Poland enjoyed weather conditions that allowed the flight to be conducted. The day was sunny.



Fig. 5. Detached tail rotor along with angle gearbox. White colour shows the point where the tail rotor blade struck and severed another high-voltage power line [source: PKBWL].

5. Actions Taken by the Investigation Team of the State Commission on Aircraft Accidents Investigation (PKBWL)

The pilot described the occurrence in a statement.

A visual inspection of the site and the helicopter wreckage was carried out.

6. Safety Recommendations

As of the release of this Preliminary Report, the Commission has not made any safety recommendations.
